

July 11, 2025

**Mr. Michel Bellemare**  
Secretary-Treasurer  
Committee of Adjustment  
101 Centrepointhe Drive, Fourth Floor  
Ottawa, ON K2G 5K7

**RE: Application for Consent and Minor Variance  
60 Rossland Avenue, Ottawa**

**Committee of Adjustment**  
Received | Reçu le

**Revised | Modifié le : 2025-07-14**

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained to act as agent on behalf of the property owner of 60 Rossland Avenue to submit the enclosed concurrent Consent and Minor Variance applications to the Committee of Adjustment.

This application was originally heard on Tuesday, July 8<sup>th</sup>, 2025, however an adjournment was approved by the Committee of Adjustment to allow for the recirculation of the file with an additional minor variance and to permit time for City staff to review the revised Tree Information Report.

The subject site is currently developed with a single-storey residential dwelling and accessory structure. Consent from the Committee of Adjustment is requested to sever the subject site into two (2) parcels.

Concurrent with the severance, construction of a new detached residential dwelling on each severed lot is being proposed. To facilitate the development as proposed, minor variances are required to facilitate reduced minimum lot widths and lot areas for each parcel, a reduction to the minimum required rear yard setback, a reduction to the required setback for the front-facing garages, and an increase to the maximum permitted driveway width.

In addition to this Cover Letter, the following materials have been included as part of this submission:

- / Completed application forms for Consent and Minor Variance (1 copy);
- / Draft Reference Plan (1 full-size copy, 1 reduced copy);
- / Concept Site Plan and Elevations (1 full-size copy, 1 reduced copy);
- / Parcel Abstract Page (PIN) (1 copy); and,
- / Tree Information Report Memo (1 copy).

Please contact the undersigned at [simpson@fotenn.com](mailto:simpson@fotenn.com) or [alain@fotenn.com](mailto:alain@fotenn.com) with any questions or requests for additional material.

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**FOTENN**

Sincerely,

A handwritten signature in black ink, appearing to read "Jillian Simpson".

Jillian Simpson, RPP MCIP  
Planner

A handwritten signature in black ink, appearing to read "Scott Alain".

Scott Alain, RPP MCIP  
Senior Planner

## 1.0 Background and Context

Fotenn Planning + Design (“Fotenn”) has been retained by the owner of 60 Rossland Avenue (the “Subject Site”) to prepare this Cover Letter in support of the Consent and Minor Variance applications for the subject site. The purpose of the application is to facilitate the construction of a single-detached dwelling on each parcel.

The subject site is legally described as Lots 68, 69, 70 & 71 on Registered Plan 375, City of Ottawa, and is located on the south side of Rossland Avenue between Bassano Street to the west and Pender Street to the east. The subject site is a rectangular shaped lot with 30.48 meters of frontage on Rossland Avenue, and 29.86 metres of lot depth. The total lot area is 910.1 square meters. The subject site currently contains a single-detached dwelling, accessory building (a garage), with a tree located in the front yard. Overhead power lines are located along the frontage.

The proposed severance would create two (2) lots that are consistent with the surrounding lot fabric as shown on Figure 1 below.



Figure 1: Area Lot Layout (GeoOttawa, 2022)

As illustrated in Figure 2, the subject area is characterized by low-rise residential uses; primarily single-detached dwellings and semi-detached dwellings. The lot fabric surrounding the site includes single-detached dwellings with generous setbacks from the street, and some newer single- and semi-detached infill dwellings. An institutional use is located east of the site (Elizabeth Wyn Wood Secondary School), accessible via Rossland Avenue. Further east is Merivale Road, a north-south Arterial Road, featuring a variety of retail and commercial uses. To the northwest of the site is Baseline Road, an east-west Arterial Road, and featuring a range of residential, retail, commercial, and institutional uses.



Figure 2: Site perspective from street level, clockwise from top left: looking south from Rossland Avenue to existing front façade; looking north from Rossland Avenue across the street (top right); Rossland Avenue looking east (bottom left), and Rossland Avenue looking west (bottom right).



# 2.0 Proposed Development

The Owner is proposing to sever the subject site to create two separate parcels of land to create a new lot for residential development. As part of this proposal, each lot would be developed with a single-detached dwelling unit (Figure 3). Approval of the Consent application would have the effect of creating two separate parcels of land, creating an opportunity to increase residential densities and broaden housing options in Ottawa’s City View neighbourhood.

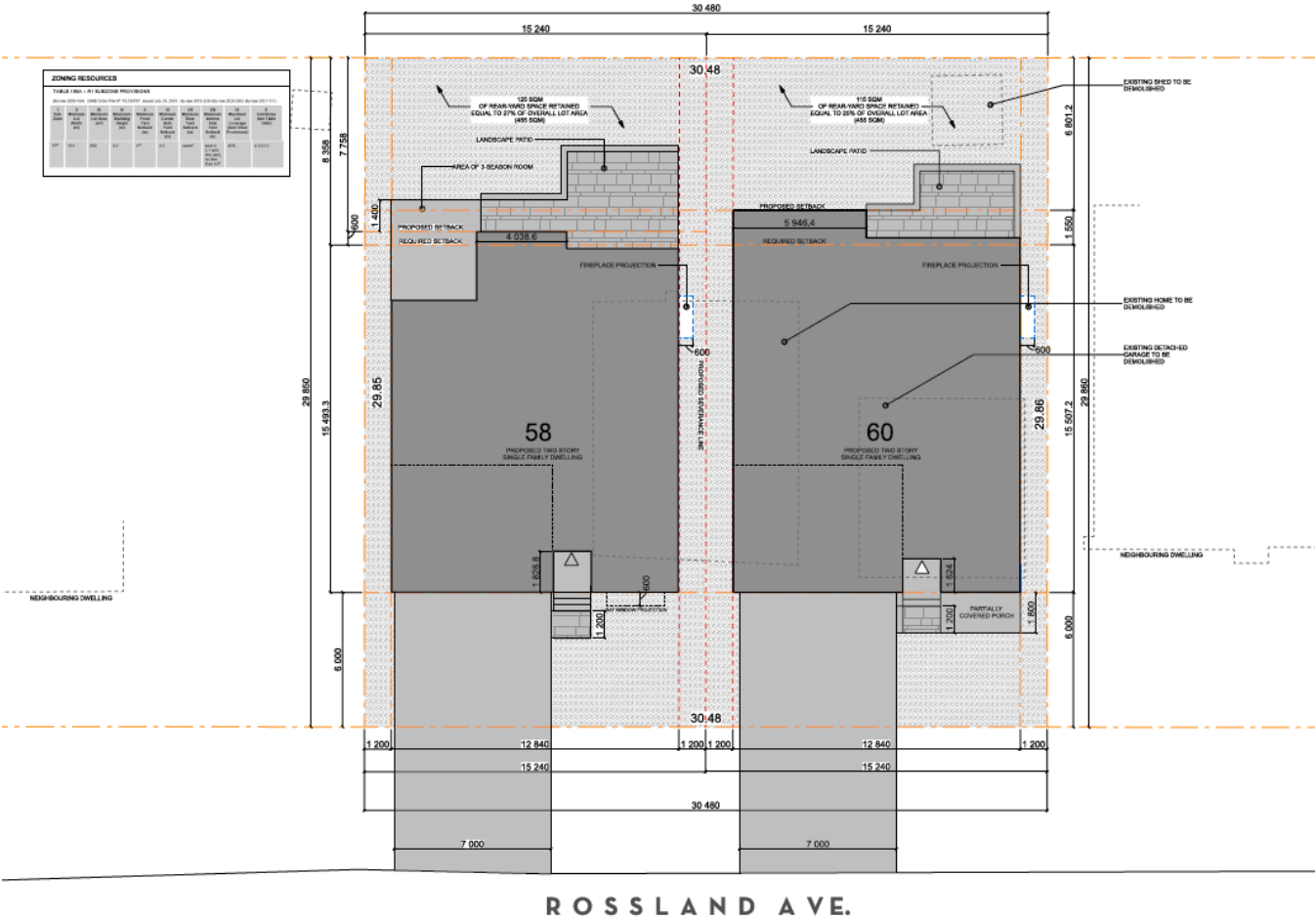


Figure 3: Site Plan of Proposed Development

## 2.1 Parking and Access

Each single-detached dwelling is proposed to include one (1) 7-metre-wide double-wide driveway, with access from Rossland Avenue to the garage. A 1.2-metre paver walkway is planned at the front entrance of each building to the edge of the driveway. The main entrance of each building fronts onto Rossland Avenue.

## 2.2 Built Form

The proposed built form envisions a 2 storey (8.5 metre) single-detached dwelling on each parcel, with a 6-metre interior side yard setback from each building to the severance line.

Figure 4 and Figure 5, below, illustrate the proposed built form for 58 Rossland Avenue. The proposal introduces a combination of light-colored stone/brick veneer, dark cladding panels, and vertical wooden siding to add texture and depth to the building. A double-car garage with wooden panel-style doors is integrated into the massing. Large rectangular windows along the front façade allowing for ample natural light. A paved driveway and walkway lead from Rossland Avenue to the garage and front entrance



Figure 4: Front and Rear elevations for 58 Rossland Avenue



Figure 5: Proposed massing at 58 Rossland Avenue

Figure 6 and Figure 7, below, illustrate the proposed built form for 60 Rossland Avenue. The proposal features stone veneer, light-colored brick, and horizontal siding. Similar to 58 Rossland, a double-car garage is proposed. Large rectangular windows along the front façade allow for natural light. A paved driveway and walkway lead from Rossland Avenue to the garage and front entrance, with a covered porch area directly accessible from the front entrance.



Figure 6: Front and Rear elevations for 60 Rossland Avenue



Figure 7: Proposed massing at 60 Rossland Avenue

## 2.3 Landscaping and Tree Conservation

Excluding the hardscaped driveway and landscaped patio in the rear yard, the majority of each parcel is proposed to include soft landscaping, with 125 square metres proposed in each respective rear yard and soft landscaping proposed in all areas not covered by hardscaping in the front yard.

A Tree Information Report, prepared by Dendron Forestry Services and revised July 3, 2025, confirms there is one (1) private tree, a White spruce, located in the front yard of 58 Rossland Avenue in fair condition. It is proposed that the tree be retained.

A Tree Planting Plan, also prepared by Dendron Forestry Services and revised July 11, 2025, proposes one (1) small tree at maturity as a new tree for 60 Rossland Avenue (Figure 8, below).

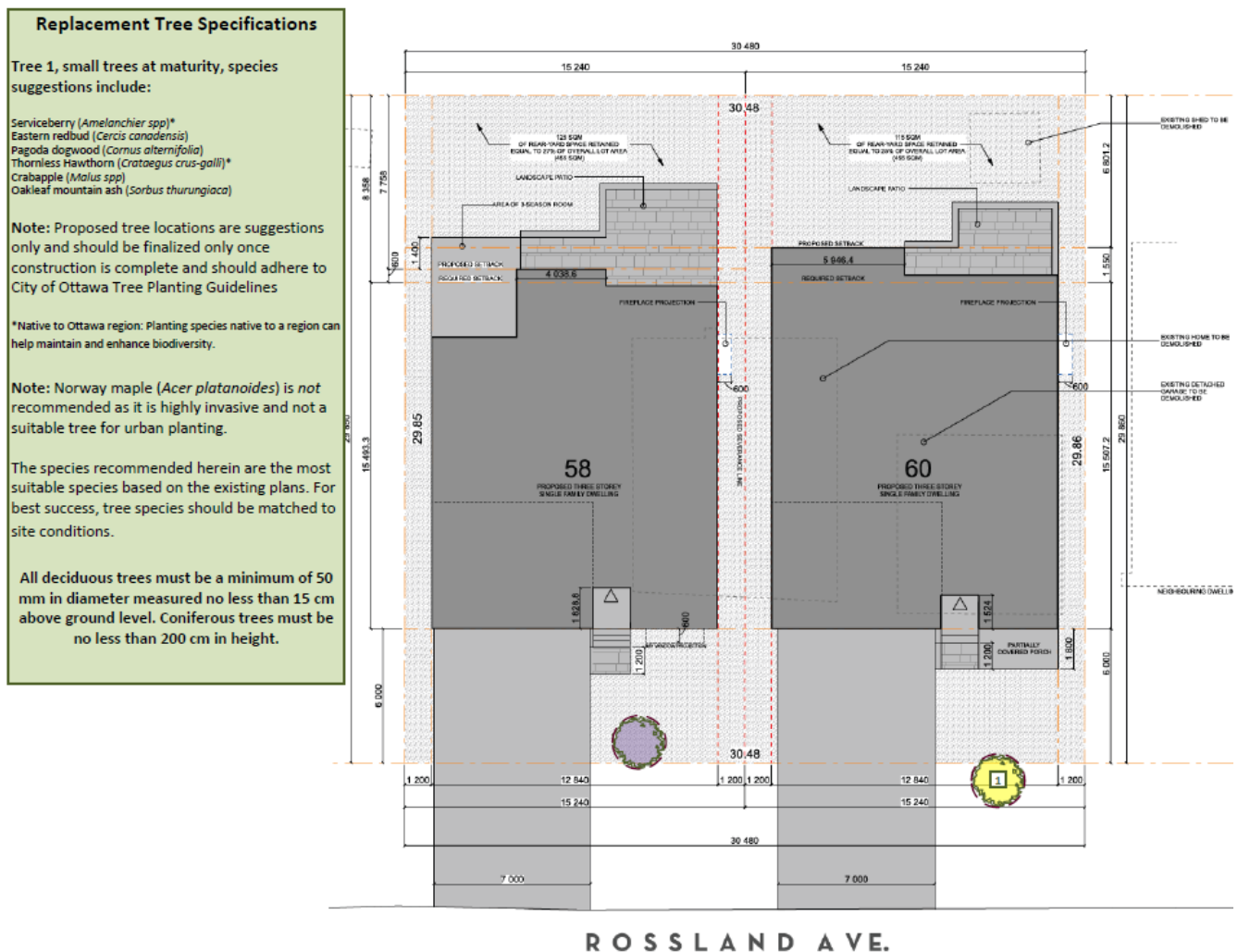


Figure 8: Tree Planting Plan for 58 and 60 Rossland Avenue



## 2.4 Required Applications

In order to proceed with the development as described, the following applications are being sought concurrently before the Committee of Adjustment:

### 2.4.1 Consent Application

Approval of the Consent application will have the effect of creating two separate, conveyable parcels of land fronting onto Rossland Avenue.

### 2.4.2 Minor Variance Application

Minor Variance applications are required to facilitate the proposed development on each retained and severed lot. Through the severance, a minimum lot width of 15.24 metres for a detached dwelling is proposed, whereas the Zoning By-law requires 19.5 metres, and a reduction to the minimum required lot area to 455 square metres is proposed, whereas the Zoning By-law a minimum lot area of 600 square metres.

The proposed development of a single-detached dwelling on each parcel will render the rear yard setback deficient; a reduced rear yard setback of 6.8 metres is requested, whereas the Zoning By-law requires a setback of 28% of the lot depth, or 8.36 metres.

Further, each of the front-facing garages are proposed to be flush against each dwelling, whereas the Zoning By-law requires the garage to be set back an additional 0.6-metres from the front edge of the landing.

Finally, each parcel proposes a driveway accessible from Rossland Avenue to serve each respective dwelling. A variance is requested to permit a maximum driveway width of 7 metres for each individual single driveway, whereas the Zoning By-law permits a maximum width of 3 metres for lots with a frontage between 15 and 18 metres.

## 3.0 Requested Consent

In order to facilitate the proposed development, the Owner intends to sever the subject site known as 60 Rossland Avenue into two (2) legally conveyable lots for the development of a single-detached dwelling on each retained and severed parcel. Consent from the Committee of Adjustment is required for the proposed severance, shown in Figure 9 below.

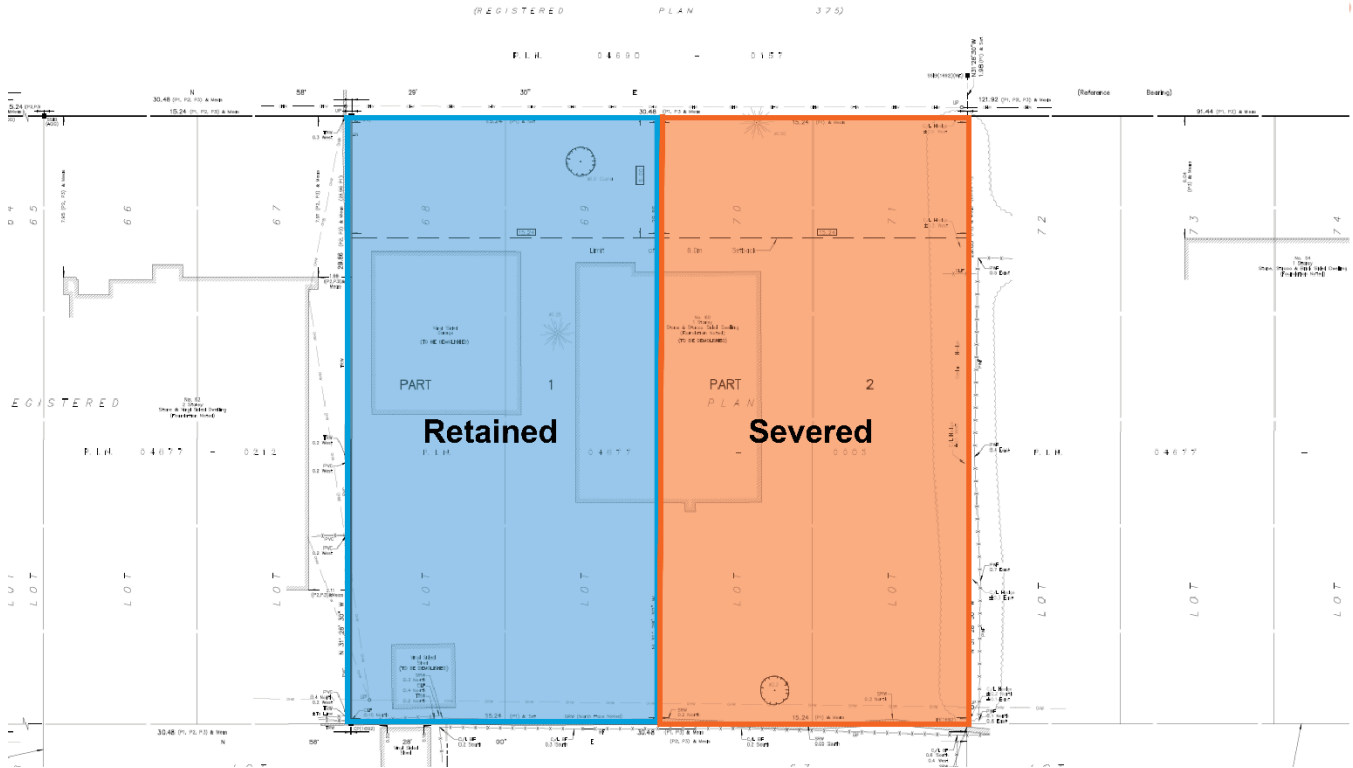


Figure 9: Excerpt from the Draft R-Plan

The following table summarizes the statistics for the proposed parcels and easements requested through the Consent applications:

	Parts on Reference Plan	Frontage (m)	Area (m <sup>2</sup> )	Intended Use
<b>Retained</b> (All of Lots 68 & 69)	1	15.24	455.1	Detached dwelling
<b>Severed</b> (All of Lots 70 & 71)	2	15.24	455.0	Detached dwelling

## 4.0

# Policy and Regulatory Context

## 4.1 Ontario Planning Act – Consents

Section 53(1) of the Planning Act pertains to consents and plans of subdivision. It states that an owner “may apply for a consent as defined in subsection 50 (1) and the council [...] may, subject to this subsection, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality.”

**It is our professional opinion that a Plan of Subdivision is not required for the proper and orderly development of the lot. The proposed development does not involve new public infrastructure or other elements that would warrant a Plan of Subdivision application.**

Section 53(12) states that Consent authorities shall have regard to the criteria established under subsection 51(24). The Consent applications satisfy the relevant criteria as follows:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;

**Section 2 of the Planning Act states that “The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest”. The proposed Consent has regard for the following matters of provincial interest:**

**(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;**

**(h) the orderly development of safe and healthy communities;**

**(j) the adequate provision of a full range of housing, including affordable housing;**

**(p) the appropriate location of growth and development;**

(b) whether the proposed subdivision is premature or in the public interest;

**The proposed severance application is not premature and is in the public interest as it will permit infill development in a built-up area of the City with existing infrastructure and services.**

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

**The proposed severance complies with the applicable policies of the City of Ottawa Official Plan (2022, as amended), including the Outer Urban Transect classification and Neighbourhood designation. Conformity with the Official Plan is discussed in greater detail below, in Section 4.3 of this Cover Letter.**

(d) the suitability of the land for the purposes for which it is to be subdivided;

**The proposed severance will result in new housing stock on suitable land with existing services and infrastructure.**

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

**The severed and retained lands will continue to have frontage on a public road (Rossland Avenue).**

(f) the dimensions and shapes of the proposed lots;

**The proposed severance will result in the creation of two rectangular lots of approximately equal size. Both the severed and retained lots will be adequately sized to support the construction of two single-detached dwellings that comply with the majority of the applicable Zoning By-law requirements. The orientation and configuration of the new lots will maintain a standard relationship with Rossland Avenue. Variances to minimum lot width and lot area are necessary as part of the proposed severance and are requested as part of this application, in addition to the variances requested to reduce the minimum rear yard setbacks and maximum driveway width.**

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

**A concurrent Minor Variance application is being submitted to permit the proposed development as designed. A fulsome zoning review is provided below in Section 4.4 of this cover letter.**

(i) The adequacy of utilities and municipal services;

**Existing water and sanitary services are expected to accommodate the proposed development and will be assessed in further detail as a requirement of the building permit process.**

## 4.2 Provincial Planning Statement (October 2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 6 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open spaces, and other uses to meet long-term needs.

Policy 1 of Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Permitting and facilitating all types of residential intensification, including redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Policy 1 of Section 2.3.1 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along



corridors with frequent transit service. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policy 1 of Section 2.4.3 (Frequent Transit Corridors) requires that planning authorities plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

**The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to develop an area that is located within the City of Ottawa's urban area, within an existing built-up area, allowing for the logical and efficient use of existing services and roads. The proposal provides increased density in proximity to frequent transit with Baseline Road designated as a transitway, and Merivale Road a Transit Priority Corridor.**

### 4.3 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa came into effect on November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

#### 4.3.1 Outer Urban Transect

The subject site is located in the Outer Urban Transect and is designated as Neighbourhood (Figure 10). Section 5.3 of the Official Plan provides policies related to the Outer Urban Transect. This Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. Neighbourhoods generally reflect the conventional suburban model described in Table 6 in Subsection 5.3 and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Section 5.3.1 of the Official Plan recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- / Per Policy 2a), the Outer Urban Transect is generally characterized by Low- to Mid-density development, with low-rise development in Neighbourhoods.
- / Per Policy 4b), the Outer Urban Transect shall support a range of dwelling unit sized in predominantly ground-oriented housing forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes.

**Low-density, low-rise residential development is proposed through the severance of the subject site.**

#### 4.3.2 Neighbourhood Designation

Section 5.3.4 of the Plan provide direction to Neighbourhoods located in the Outer Urban Transect:

- / Per Policy 1, Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3 of the Official Plan. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
- c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development; and,
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way.

**The proposed redevelopment uses surplus land on existing, fully serviced lots to provide low-rise infill housing that aligns with the density targets set for Neighbourhoods in the Outer Urban Transect. At 2 storeys, it is well within the permissions for the designation.**



Figure 10: Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan, Subject site indicated

Section 6.3 of the Official Plan provides direction on the Neighbourhood designation. Per the Plan, Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with Hubs and Corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Section 6.3.1 of the Plan defines neighbourhoods and set the stage for their function and change over the life of this Plan:

- / Policy 2 states that permitted building heights in Neighbourhoods shall be Low-rise, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.
- / Per Policy 4, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1).

/ Policy 5 states that the Zoning By-law will distribute permitted densities in the Neighbourhood by allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities.

**The proposed severances enable infill development and intensification on an underutilized lot. This development utilizes surplus land on an existing property to deliver permitted low-rise infill housing.**

#### 4.3.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Section 3.2 of the Official Plan outlines policies that support intensification. Policy 4 notes intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. Policy 4 also adds that the Official Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

Policy 10 states that the residential density and proportion of large household dwelling targets are established in Table 3b for Neighbourhoods (Table 1, below):

Table 1: Neighbourhood Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Transect	Target Residential Density Range for Intensification, Dwellings per Net Hectare
Outer Urban Transect	40 to 60

**The proposed severances support the intensification policies of the Official Plan established within the Outer Urban Transect of the Official Plan by introducing a parcel that can be redeveloped with two (2) low-rise, single detached dwellings.**



#### 4.4 City of Ottawa Zoning By-law (2008-250)



Figure 11: City of Ottawa Zoning By-law 2008-250

The subject site is zoned Residential First Density, Subzone FF (R1FF). The purpose of the R1FF zone is to:

- / Restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home; and,
- / Regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced.

**Detached dwellings are permitted within the R1 zone.**

Table 2 below provides an overview of the performance standards as detailed in Zoning By-law 2008-250 as they apply to the severed and retained lots.

Table 2: Zoning Compliance for Severed and Retained Lots

R1FF Provision	Required	Proposed – Retained Lot (Part 1)	Proposed – Severed Lot (Part 2)	Compliance
<b>Minimum Lot Width</b> Table 156A	19.5 m	15.24 m	15.24 m	No
<b>Minimum Lot Area</b> Table 156A	600 m <sup>2</sup>	455.1 m <sup>2</sup>	455.0 m <sup>2</sup>	No



<b>Maximum Building Height</b> Table 156A	8.5 m	8.5 m	8.5 m	<b>Yes</b>
<b>Minimum Front Yard Setback</b> Table 156A; S.144(1)	6 m  The minimum front yard setbacks and minimum corner side yard setbacks are as follows: (a) in the case of an interior lot or through lot, the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s); (d) the minimum front yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m.	6 m	6 m	<b>Yes</b>
<b>Minimum Rear Yard Setback</b> Table 144B	For lots located inside of Schedule 342:  The rear yard must comprise at least 25 percent of the lot area; and the minimum rear yard setback is pursuant to Table 144B:  (iii) Lot depth >25m but not more than 32m: 28% of the lot depth	Rear Yard area: 455 m <sup>2</sup> x 25% = 113 m <sup>2</sup> required  = <b>125 m<sup>2</sup> provided</b>  Lot depth: 29.86 m x 28% = 8.36 m setback required  = <b>7.758 m provided</b>	Rear Yard area: 455 m <sup>2</sup> x 25% = 113 m <sup>2</sup> required  = <b>115 m<sup>2</sup> provided</b>  Lot depth: 29.86 m x 28% = 8.36 m setback required  = <b>6.801 m provided</b>	<b>No</b>
<b>Rear Yard Area Requirements</b> S.139(7)	At least 15 per cent of the rear yard area must be provided as soft landscaping	15% provided	15% provided	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b> S.144(2); S.156A	The minimum interior side yard: (a) On an interior lot or through lot, the minimum interior side yard setbacks are as prescribed in each subzone noted in the Part VI, Residential Subzone Tables.	1.2 m each side / 2.4 m total	1.2 m each side / 2.4 m total	<b>Yes</b>

		Total is 2.1 m with one yard no less than 0.9 m			
<b>Maximum Lot Coverage</b> Table 156A		45%	45%	45%	Yes
<b>Minimum Parking Rates – Area C, Schedule 1A</b> Table 101		Detached Dwelling: 1 space per dwelling unit	Complies	Complies	Yes
<b>Driveway Regulations</b>	<b>Minimum Driveway Width</b> S.107(2)	A driveway providing access to parking spaces other than in a parking garage or parking lot must have a minimum width of 2.6 metres.	7 m	7 m	Yes
	<b>Maximum Driveway Width</b> Table 139(3)	(v) Lot width between 15 m to less than 18 m: 5.5 m maximum width of a double-wide driveway	7 m	7 m	No
<b>Front-facing Garages and Carports</b> S.139(3)		Any garage or carport facing the front lot line or side lot line abutting a street is subject to the following: a) The entrance to the garage or carport must be set back at least 0.6m further from the applicable lot line than either i) the principal entrance; or ii) the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard. b) Despite 139(3)(a)(ii), the garage or carport may not be more than 0.6m closer to the front lot line or side lot line abutting a street than is the principal entrance to the dwelling.	0 m	0 m	No
<b>Walkways</b> S.139(4)		A walkway located in a front yard or corner side yard is permitted subject to the following: (a) Where it provides access between a right-of-way or driveway, and an entranceway to a dwelling	1.2 m	1.2 m	Yes

	or any other incidental or accessory use on the lot. (c) (iii) In the case of any other residential use building, 1.2 m			
<b>Location of Parking and Driveways</b> S.100	(1) Parking, queuing and loading spaces and all driveways and aisles leading to those spaces must be provided for each land use in accordance with the provisions of Part 4 of this bylaw, and:  (a) Must be set aside for and used exclusively for that purpose; (b) Must not be obstructed; and (c) Except for driveways, must be located on the same lot as the use or building for which they are provided, except where otherwise permitted.	Complies	Complies	Yes
<b>Front Yard Soft Landscaping</b> Table 139(1)	Front Yard Setback 3m+: In the case of any lot with a width of 12 m or more, 40%	49%	43%	Yes

The proposal will result in deficiencies with the following provisions of the Zoning By-law:

- / A reduced minimum lot width of 15.24 metres for each parcel;
- / A reduced minimum lot area of 455 square metres for each parcel;
- / A reduced minimum rear yard setback of 6.8 metres;
- / A reduced front-facing garage setback of 0 metres from the edge of the landing; and,
- / An increased driveway width of 7 metres for a double-wide driveway.

For this reason, a Minor Variance application is submitted to seek relief from these provisions. A detailed discussion of the proposed variances and how they meet the four (4) tests of a Minor Variance under Section 45(1) of the Planning Act is included in Section 5 of this Cover Letter.

## Requested Minor Variances

The following variances are requested to permit the proposed severance and development of the severed and retained parcels with detached dwellings:

1. To permit a reduced minimum lot width of 15.24 metres for a detached dwelling, whereas Table 156A of the Zoning By-law requires a minimum lot width of 19.5 metres.
2. To permit a reduced minimum lot area of 455 square metres, whereas Table 156A of the Zoning By-law requires a minimum lot area of 600 square metres.
3. To permit a reduced rear yard setback of 6.8 metres, where Table 144B(iii) of the Zoning By-law requires a setback of 28% of the lot depth, or 8.36 metres.
4. To permit a reduced front-facing garage setback of 0 metres from the edge of the landing, whereas Section 139(3) of the Zoning By-law requires a setback of 0.6 metres.
5. To permit an increase to the maximum driveway width of 7 metres for a double-wide driveway, where the Zoning By-law requires a maximum driveway width of 5.5 metres for a lot with a width of 15 metres to less than 18 metres.

Section 45(1) of the *Planning Act, R.S.O. 1990* provides the Committee of Adjustment with powers to grant minor variances by evaluating an application against Four Tests, including:

- / Does the application maintain the general intent and purpose of the Official Plan?
- / Does the application maintain the general intent and purpose of the Zoning By-law?
- / Is the application desirable for the appropriate development or use of the land, building or structure?
- / Is the application minor in nature?

It is our professional planning opinion that the applications meet the “Four Tests” as follows:

### 5.1 Does the Application Maintain the General Intent and Purpose of the Official Plan?

The subject site is designated “Neighbourhood” on Schedule B3, Outer Urban Transect, of the City of Ottawa’s Official Plan.

Section 4.6 of the Official Plan outlines the City’s urban design objectives. A redevelopment of the subject site should adhere to the following urban design policies:

- 4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- 4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The proposal seeks to redevelop each parcel with a low-rise, single-detached dwelling well within the building height ranges contemplated by the Neighbourhood designation. Both lots provide space for required soft landscaping in front and rear yards, hardscaped walkways to the main entrances at-grade, and both lots include a paved driveway accessible from Rossland Avenue.**

**The buildings are proposed to be designed with a mix of light-colored stone, brick veneer, dark cladding panels, and vertical wooden siding which provide variety and interest along the streetscape. Windows along the sides of the buildings are much smaller in size to improve privacy and minimize overlook to adjacent development.**



The requested variances contribute to the form and context contemplated in the “Neighbourhood” designation within the Official Plan, which aims to ensure new infill is functionally and aesthetically compatible with the existing low-rise built form. The proposal facilitates the type of “gentle intensification” envisioned within Neighbourhood designation which makes use of existing infrastructure to work towards growth targets while improving the quality of housing stock overall.

The scale, design, and garage-front door relationship are consistent with recent infill in the neighbourhood, including 57 Rossland Ave., 62 Rossland Ave., 64 Rossland Ave. The proposed variances will therefore result in compatible development in the Neighbourhood designation, supporting the direction of the Official Plan.

## 5.2 Does the Application Maintain the General Intent and Purpose of the Zoning By-law?

The subject site is zoned Residential Second Density Subzone FF (R1FF) in the City of Ottawa’s Comprehensive Zoning By-Law (2008-250). The purpose of the R1FF zone is to restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan and allow a number of other residential uses to provide additional housing choices within the second density residential areas.

Through the approval of the severance application, both lot widths and lot areas of the retained and severed lots will be rendered deficient; a 15.24-metre lot width is proposed for each parcel, where the Zoning By-law requires a minimum lot width of 19.5 metres for a detached dwelling, and a 455-square metre lot area is proposed for each parcel, where the Zoning By-law requires 600 square metres.

The intent of the minimum lot width requirement is to ensure that an infill development lot is sufficient in size to provide a viable building footprint while maintaining an adequate transition to adjacent properties. In addition, the intent of the minimum lot area requirement is to create a consistent streetscape and allow for appropriate densities and functional building forms in accordance with Official Plan policies. The subject site is relatively deep, with both the proposed and retained parcels comfortably meeting many of the other Zoning By-law requirements. Each site can functionally accommodate a detached dwelling, while providing sufficient area for proposed driveways, walkways, and soft landscaping in both front and rear yards. The proposed lot widths and areas are generally consistent with those of other lots in the vicinity of the subject site and are reflective of the range of dwelling types in the neighbourhood.

The application seeks to reduce the minimum rear yard setback for each parcel, proposing 6.8 metres where the Zoning By-law requires a rear yard setback of 28% of the lot depth, or 8.36 metres. The reduced rear yard setbacks provide viable space on each site to meet the rear yard area soft landscaping requirements as well as the inclusion of a landscaped patio area. Further, the proposed rear yard setback reduction allows for appropriate separation to the rear yards of abutting residential properties, meeting the standard rear yard setback provisions for detached dwellings in many residential zones in Ottawa, including several other R1 subzones (such as the R1HH subzone).

The proposal for a 0-metre setback from the front edge of the landing to the garage door where the Zoning By-law requires 0.6 metres is consistent with adjacent properties, several of which have garages built flush with the dwelling. The reduced setback supports a consistent streetscape and aligns with the established character of the neighbourhood. Finally, the application requests an increase to the maximum permitted driveway width to 7 metres for a double-wide driveway, whereas the Zoning By-law permits a maximum of 5.5 metres for lots with a frontage between 15 and 18 metres. While the proposed driveway width for each lot exceeds the provisions within the Zoning By-law, these widths are consistent with the built form and driveway conditions observed in the neighbourhood, where similar or wider driveways are common.

The proposal maintains compliance with the minimum front yard setback requirements of the R1FF zone, preserving a generous front yard area and providing sufficient soft landscaping and the planting of a new tree. Each parcel can accommodate vehicular access while providing a streetscape that remains consistent with the surrounding neighbourhood.

**With regard to the intent for driveway width permissions to ensure adequate area for stormwater drainage in the format of permeable surfaces, a satisfactory drainage plan will be required as part of a complete building permit application, demonstrating that drainage can be accommodated on-site.**

**It is our opinion that the proposal maintains the intent of the Zoning By-law with regard to the variances being proposed.**

### 5.3 Is the Application Desirable for the Appropriate Development or Use of the Land?

The requested variances will support the creation of a future infill lot and two (2) new dwellings, contributing to the quality of housing supply and increasing the diversity of housing options within the City View neighbourhood, all while remaining sensitive to the existing built context.

As previously noted, the proposal aligns with the intended function of the R1FF zone. The Outer Urban Transect policies of the Official Plan encourage intensification by supporting low-rise residential forms where they are contextually appropriate and can be accommodated within the surrounding area.

Further, policies within the PPS support the proposed development by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**The proposed development makes efficient use of lands by introducing compatible residential development that aligns with the character of the surrounding neighbourhood. It makes productive use of underutilized lands with access to full municipal services and supports both provincial and municipal objectives for intensification. It allows the introduction of two (2) new units of housing stock in place of a single, deteriorating housing unit.**

**Overall, the proposal is well-suited for the appropriate development and use of the subject lands.**

### 5.4 Is the Application Minor in Nature?

The proposed lot widths of 15.24 metres and lot areas of 455 square metres for the severed and retained parcel are similar to the lot widths and lot areas of several other properties in the surrounding area, matching the existing and planned streetscape character. As this neighbourhood evolves, it is expected that change will come in the format of more compact iterations of the single- and semi-detached formats that comprise the majority of the existing context. In its current format, the lot areas are variable throughout this and surrounding blocks, and the proposed lot context would not read as out of place but instead contribute to the variety.

The reduction in lot widths and areas for each parcel does not preclude the ability of either detached dwelling to meet front yard and interior side yard setbacks, minimum front and rear yard landscaping and parking requirements in the Zoning By-law.

Each parcel proposes a reduced rear yard setback of 6.8 metres, whereas the Zoning By-law requires 8.36 metres. The reduced setback continues to provide adequate separation to abutting properties and aligns with standard rear yard provisions for detached dwellings in many residential zones in Ottawa.

A minor variance is requested to permit a maximum driveway width of 7 metres for each individual single driveway, whereas the Zoning By-law permits a maximum of 5.5 metres for lots with a frontage between 15 and 18 metres. A review of the surrounding context confirms that several nearby properties currently have driveways consistent with the width proposed through this application. Providing viable driveways that meet the needs of families seeking detached dwellings will ameliorate the possibility of spillover street parking for residents and their visitors.

**The proposed reduction to the lot widths and lot areas will allow for the development of housing forms that are appropriate and present within the surrounding context. The retained and severed parcels will function appropriately for their intended uses.**

**The proposed reduction to the rear yard setback is considered minor, as each parcel maintains sufficient rear yard space with a combination of soft and hard landscaping. The reduced setback is not anticipated to negatively affect the adjacent rear properties, thereby minimizing impacts on the surrounding residential context.**

**The proposed reduction to the minimum required setback from the front landing to the garage entrance from 0.6 metres to 0 metres is considered minor, as the proposal maintains sufficient space for pedestrian movement near vehicles and is consistent with the built form of the neighbourhood. The reduced setback continues to support access between the dwellings' landing and garage without affecting adjacent properties or the Rossland streetscape. The front doors will still be visible and contribute to the visual impact of the streetscape.**

**The request to increase the minimum driveway width to 7 metres for each individual single driveway is in keeping with the existing streetscape character. Additionally, with each building meeting the front yard setbacks for the R1FF zone, each parcel can provide for sufficient front yard soft landscaping to support a balanced and attractive streetscape.**

**The proposed development is otherwise consistent with the provisions under the R1FF zone, and the new lots will maintain the existing and permitted built form character of the community. The requested variances will not create any unacceptable adverse impact on abutting properties or the neighbourhood in general. Therefore, the proposed variances are minor in nature.**

## Conclusion

It is our professional opinion that the proposed applications represent good planning and satisfy the relevant Planning Act tests as follows:

- / The requested Consent meets the criteria for approval of Consent applications as set out in Section 51(24) of the Planning Act.
- / The requested Minor Variances satisfy the tests for Minor Variances established in Section 45(1) of the Planning Act.

Should you have any further comments, please do not hesitate to contact the undersigned.

Sincerely,



Jillian Simpson, RPP MCIP  
Planner



Scott Alain, RPP MCIP  
Senior Planner